Commandant
U.S. Coast Guard
Washington, D.C.
20591

OFFICIAL BUSINESS

POSTAGE & FEES PAID
U.S. Coast Guard

COAST GUARD RESERVIST

CG 288

Washington, D.C. U.S. COAST GUARD Vol. XVIII No. 8 JUN. 1971

AWARD WINNERS ANNOUNCED

The Chief, Office of Reserve has announced the winners of the Commandant's Awards and the Gordon Canfield Award for 1970.

The winners of the Commandant's Awards are selected on a purely statistical basis utilizing the same criteria as used for determining District Awards—drill attendance, correspondence course completion, reenlistment to discharge ratio, and servicewide examination results. The Commandant's Award is presented to the Reserve unit which is most outstanding in the ORTUPS, ORTUAG, and "other" category. The Commandant's Award recipients are as follows:

ORTUPS 03-82315, Waterbury, Connecticut; LCDR T. S. LATHAM

ORTUAG 03-83226, Ft. Schuyler, New York; CDR G. T. VOGEL

ORTUAM 05-89385, Portsmouth, Virginia; LCDR C. M. PARER

These units will receive a plaque and a Guidon streamer in recognition of their accomplishments.

The Washington D.C. Chapter of the Reserve Officers Association has advised the Chief, Office of Reserve that it has selected the winners of the 1970 competition for the Gordon Canfield Trophy. This competition is based partly on the statistical criteria mentioned above, but in addition consideration is given to the subjective qualities of the unit's citizen-sailor participation in community affairs. This Award is named for the Honorable Gordon Canfield, a former Congressman from Patterson, New Jersey, in honor of his many contributions to the development of the Coast Guard Reserve.

The Canfield Award winners are as follows:

Winner: ORTUAG 09-83609, Battle Creek, Michigan; LCDR J. D. WEGENKA

Runner-up: ORTUPS 09-82631, Forest Park, Illinois; LCDR B. C. VENDL

Honorable mention: ORTUR 08-84558, New Orleans, Louisiana; LCDR W. W. FRYE, Jr.

The winner will receive the Canfield Trophy, a plaque for permanent recognition, and a guidon streamer. The runner-up will receive a plaque, while the honorable mention will receive a framed certificate.

To these units, and to all others who performed so admirably, a hearty "Well done!"

The men of ORTUPS (O) 01-82054, Portsmouth, New Hampshire, in memory of their deceased executive officer, LCDR John McKAY, recently raised funds for the purchase of a "Language Master", which they donated to the Great Bay School for Handicapped Children in Newington, New Hampshire.

Mr. J. Phillip Chandler, Assistant Director of the school is shown accepting the device from LCDR J. A. SMITH, commanding officer of the ORTU, as Mrs. John McKAY looks on.

The Language Master enables the children to insert worded cards into the machine, which in turn produces the word sound to the children.

REAR ADMIRAL MOREAU
New Chief, Office of Reserve

James Walter MOREAU was born on February 5, 1921, at Glenwood, Minnesota, where he was graduated from Glenwood High School in 1939.

Appointed a Cadet on August 14, 1939, he was graduated from the U.S. Coast Guard Academy, New London, Connecticut, with a Bachelor of Science degree in Engineering and with a commission of Ensign on June 19, 1942—a year earlier than the usual required four years because of the World War II emergency. (Later in his service career he received a Bachelor's Degree in Civil Engineering and a Master's Degree in Engineering Administration.)

During the war he first served two years as Deck and Engineering Watch Officer in the Coast Guard Cutter HAIDA on convoy screening duty and weather patrol in Alaskan waters. In June 1944, LTJG MOREAU was assigned to pre-commissioning detail and as Engineering Watch Officer on board the Coast Guard-manned troop transport USS ADMIRAL W. L. CAPPS (AP-121) which operated in the Noumea, and Guadalcanal areas of the Pacific. By January 1945, he was transferred to pre-commissioning detail and to duty as Assistant Engineer Officer, and later Engineering Officer aboard the troop transport USS GENERAL A. W. GREELY (AP-141), which took him to Australia, Calcutta, India, and Lehavre, France.

Between October 1945 and April 1949, LT MOREAU was assigned to Washington, D.C., to the Office of Naval Research as liaison officer with the Coast Guard Headquarters Testing and Development Division. During that tour of duty he served as field oceanographer on board the Coast Guard icebreaker NORTHWIND on the summer 1946 "NANOOK" Arctic Expedition.

He served his next tour of duty as Engineer Officer in the Cutter MACKINAC which operated out of New York on ocean station patrol and search and rescue in the North Atlantic. In February 1950, he reported for duty as Executive Officer on board the Cutter COOK INLET, based at Portland, Maine, and later assumed command of that vessel.

From April 1952 to August 1953, LCDR MOREAU was assigned as a student at Renssalaer Polytechnic Institute, Troy, New York, where he received his Bachelor's Degree in Civil Engineering.

During the following three years, he served first as Assistant Chief and then as Chief of the Civil Engineering Section at the 17th Coast Guard District office in Juneau, Alaska. In addition, he served as Secretary of the Southeast Alaska Federal Safety Council.

From July 1956 to June 1959, he served as Chief, Civil Engineering Section at the Second Coast Guard District office, St. Louis, Missouri. Before leaving there CDR MOREAU received a Master's Degree in Engineering Administration (1959) from Washington University.

He next served for more than four years as Chief, Plant and Personnel Division and as Commanding Officer of Enlisted Personnel at the Coast Guard Academy. During this period he was responsible for the New Construction Program and initiated the first half of that $15,000,000 plan. Returning to sea duty in September 1963, he first commanded the Cutter ESCANABA for a year and then commanded the Cutter YAKUTAT for nine months, both cutters operating out of New Bedford, Massachusetts, on ocean station patrol.

In May 1965, CAPT MOREAU returned to Headquarters to serve first as Assistant Chief and then as Chief of the Civil Engineering Division. From August to December of 1967, he was detailed to the Chief of Staff to head three study groups on finding Alternatives for Domestic Icebreaking, Requirements for Polar Icebreakers, and Analysis of Supply and Inventory Policies. During the next twelve months he served as Assistant Project Manager for Polar Transportation Requirements which served as the basis for the Transportation Department and the Coast Guard to clearly delineate their role in the polar regions in relation to many other agencies having responsibilities in polar regions. His establishment of this mutual forum of understanding gained a national leadership role in the Arctic for Transportation Department and the Coast Guard. For that service he was awarded the LEGION OF MERIT MEDAL (presented by the Commandant in April 1969).

On December 20, 1968, he was reassigned to duty under the Assistant Chief of Staff for Ocean Sciences at Headquarters. During this period he lead a study group which prepared budgetary justification for the first replacement Coast Guard icebreaker. This group also recommended crew size, homeporting and operating procedures for the future Coast Guard icebreaker fleet.

In August 1969, he was transferred to the Fourteenth Coast Guard District office in Honolulu where he first served as Chief, Engineering Division until July 1970, when he assumed duty as Chief of Operations in that district.

On April 26, 1971, James W. MOREAU was promoted to the rank of Rear Admiral. His first assignment as a Flag officer is as Chief, Office of Reserve at Headquarters.

RADM MOREAU's medals and awards include: American Area Campaign with Bronze Star; Asiatic Pacific Area; European-African-Middle Eastern Area; National Defense Service Medal with Bronze Star; American Defense Service Medal; and the Legion of Merit.

Following is a resume of his appointments in rank: Cadet, August 14, 1939; Ensign, June 19, 1942; Lieutenant (jg), May 25, 1943; Lieutenant, September 27, 1944; Lieutenant Commander, August 6, 1951; Commander, July 1, 1957; Captain, July 1, 1964; Rear Admiral, April 26, 1971.

RADM MOREAU's wife is the former Donna M. Logan of his hometown, Glenwood, Minnesota. They have five children, James G. born (May 18, 1945); Michael D. (Jan. 30, 1949); Donna Jean (Oct. 8, 1952); Thomas B. (Feb. 27, 1954); and Alyssa Ann (Jan. 28, 1960).

Coast Guard History Corner

Synopsized from American Legion Magazine, January 1970 and Proceedings of the Merchant Marine Council, June 1947.

This month's History Corner is being devoted to a review of the disastrous explosion and fire which occurred in Texas City, Texas, on 16 April, 1947.

The French liberty-ship GRANDCAMP had been loading 46,000 sacks (2300 tons) of fertilizer grade ammonium nitrate (FGAN) as well as other general cargo for several days. About 0810 longshoremen noticed smoke rising from the space between the sweat battens and the hull. At first no fire alarm was sounded, and it was attempted to extinguish the fire with fire extinguishers. A few minutes later, the fire had progressed to the point that the hold had to be evacuated. Still no alarm was sounded. The Captain of the GRANDCAMP decided to apply steam smothering. He had the hatch and vents sealed and steam was applied to the sealed hold. At 0833, the Texas City Chief of Police received a call that the ship was afire and finally sounded the alarm for the Volunteer Fire Department. All 27 "regular" volunteers and the city's four fire trucks arrived on the scene a few minutes later. Thus far no one present had ascertained that FGAN, under conditions of high pressure and heat (both present in the hold) would "rapidly decompose." A few minutes after 0900 the hatch covers blew off the GRANDCAMP and large lumps of burning FGAN rocketed out of the open hatch like roman candles. Time had about run out on Texas City.

At 0912, the GRANDCAMP's cargo "rapidly decomposed" with an explosive force equivalent to 250-5 ton bombs. It has been estimated that at ground zero, the explosive force was greater than at Hiroshima (due to the blast being at ground level). An idea of the force can be envisioned by the fact that the GRANDCAMP's one ton propeller shaft was found half-buried in the ground two miles away. An area twelve by twenty blocks was totally devastated. The entire fire department, personnel and equipment, was annihilated. Dozens of spectators were killed and hundreds were seriously injured. In schools over a mile away more than 1,000 students were injured by flying glass. Two light airplanes were knocked from the sky. However, the most serious effect was not the initial explosion, but rather the aftermath. Dozens of oil and chemical storage tanks and pipelines were ruptured. Flaming debris set hundreds of fires, including a sprawling tank farm containing 55 million barrels of gasoline, propane, etc. The explosion created a "tidal wave" which swept through the port area drowning dozens of injured persons. As this wave swept along, it gathered a crest of flaming chemicals which spread the fires further.

Even if the fire department had not been destroyed, it would have been incapable of doing very much to combat the inferno which was now raging. To make matters worse, water mains were ruptured, hydrants were sheared off, and the pumping station had been leveled. Within minutes after the explosion, neighboring communities from as far away as 100 miles responded with fire equipment, ambulances, doctors, etc. The awesome task of caring for the thousands of injured, identifying the dead and controlling the fires had begun. Coast Guard units from the Galveston area, and eventually from other areas of the Gulf Coast responded to combat the waterfront inferno and perform search and rescue operations throughout the devastated harbor area. Army and Navy regular and reserve forces responded with disaster control equipment and hundreds of willing workers to assist the victims. At this time, there were no Organized Coast Guard Reserve Training units.

By 2300 that evening, things had begun to return to normal. Many of the fires had burned themselves out and utilities were being restored. However, another freighter, the HIGH FLYER, which was near the GRANDCAMP and had been badly damaged, was now afire. The HIGH FLYER was loaded with 2000 tons of sulphur and 960 tons of FGAN. As tugs were attempting to free the HIGH FLYER from her slip, skyrocketing lumps of FGAN warned of impending explosion and the tugs evacuated the area. Within minutes the HIGH FLYER exploded, demolishing anything that had been salvageable in the pier area. Fortunately, only one fatality was caused by this blast.

The overall toll was incredible. Five hundred and sixty-one persons were killed and over 3000 were injured. Doctor Clarence F. Quinn, in charge of the medical assistance teams, described the casualties as having "every conceivable wound." Many of the dead were never identified and no trace was ever found of many of the missing. In addition to the industrial damage, over 3400 homes and commercial buildings were destroyed or damaged. Total losses exceeded $50 million.

The cause of the initial fire was never determined, however "No Smoking" rules were not being enforced on the GRANDCAMP. None of those in charge of loading were experienced in handling explosives—for that matter FGAN had not been considered to be dangerous. As a sequel, four months after the Texas City Disaster, the freighter SS OCEAN LIBERTY carrying a cargo of FGAN caught fire in Brest, France. Steam smothering was applied —the explosion that followed killed 20 persons and injured 500.

Coast Guard History Questions:

1. The Revenue Cutters JEFFERSON, MADISON, and EAGLE participated in which of the following: a. War of 1812 b. Seminole War c. Mexican Campaign

2. Which of the following cutters have the designation WAGO: a. ACUSHNET b. OLEANDER c. EVERGREEN

3. The first federally funded life saving station was built at: a. Gloucester, Massachusetts b. Sandy Hook, New Jersey c. Cape Hattaras, North Carolina.

Answers on pg. 4.

Senior Surgeon Harold D. GROVES, U.S. Public Health Service Reserve proudly displays his Coast Guard Achievement Medal which was presented by Rear Admiral J. J. Mc Clelland, Commander, Thirteenth CG District. Doctor GROVES was cited for his outstanding dedication and professional competence in providing medical service and training to CG reservists in that district. He has performed weekend drill and annual ACDUTRA as the Medical Officer for ORTUAG-13-83893 for the past four years and during his overall Reserve service has performed duty for more than 1,000 days, without pay or retirement point credit, providing medical service and advice to reservists.

RESERVE DIRECTIVES

The following directives and amendments to publications of interest to reservists have been published since the January issue of the RESERVIST.

12-9-70 COMDTNOTE 1413 (ALDIST 215). Appointment as Warrant Officer in Coast Guard Reserve.

12-22-70 COMDTINST 1550.5. Navy Functional Individual Training System (FITS) for Coast Guard Reserve Personnel on Inactive Duty; required use of.

12-29-70 COMDTNOTE 1430. List of Reserve Personnel to Receive Further Consideration for Advancement to E-8/9; publication of.

12-31-70 COMDTNOTE 1401 (ALDIST 241). Inactive Duty Reserve Officer Selections.

1-11-71 COMDTNOTE 1550. Correspondence Courses for Inactive Duty Coast Guard Reserve Personnel.

1-25-71 COMDTNOTE 1571. Armed Forces Staff College Reserve Officer Orientation Course.

1-26-71 COMDTINST 1550.6. Remedial Action Required of Reserve Unit Commanding Officer When Trainees Twice Fail End-of-Course Tests; promulgation of.

1-26-71 COMDTNOTE 1616. Advance Chance to Administrative Manual for Coast Guard Reserve (change in enlisted performance marking dates.)

1-27-71 COMDTNOTE 7220. INACDUTRA Drills; timely payment of.

1-28-71 COMDTNOTE 1418. Eligibility Criteria for Participation in Servicewide Examination for E-8 and E-9.

1-28-71 COMDTINST 1571.9A. Revised Request for Active Duty For Training, Form CG-3453 (Rev. 1-71); use of.

2-1-71 COMDTNOTE 1571. Use of Ready Reservists Who Volunteer to Participate in Domestic Emergencies.

2-4-71 COMDTINST 1401.3. Inactive Duty Reserve Officer Promotion.

2-8-71 COMDTNOTE 1401 (ALDIST 026). Inactive Duty Reserve Officer Selections.

2-22-71 COMDTNOTE 1571. Reserve Training Vessel Summer 1971 Cruise Schedule.

2-25-71 COMDTNOTE 1301. Inactive Duty Reserve Officer Continuation Boards, Apr/May 1971.

3-1-71 Amendment 1 to Active Duty For Training Catalog, (CG-392).

3-2-71 COMDTINST 8370.2, SUP-1. Small Arms Policy.

3-10-71 COMDTNOTE 1418. Score Performance Letter for Inactive Duty Coast Guard Reserve Personnel who Fail a Servicewide Examination.

3-10-71 COMDTNOTE 1550. Correspondence Course Requirements for Advancement in the Port Security Rating in the Coast Guard Reserve.

3-25-71 COMDTNOTE 1401 (ALDIST 059). Inactive Duty Reserve Officer Selections.

4-6-71 COMDTNOTE 1401. Inactive Duty Reserve Officer Selection Boards.

4-16-71 COMDTNOTE 5211. District Address Cards, Reserve Personnel, CG-3815.

4-19-71 COMDTNOTE 1401 ALDIST 080). Inactive Duty Reserve Officer Selections.

4-19-71 COMDTNOTE 1417. Warrant Officer Examination for Appointment to Warrant Officer (W-1) for Inacive Duty Reserve Personnel; information concerning.

4-19-71 COMDTNOTE 1421. Appointment of Qualified Inactive Duty Reserve Chief Warrant Officers as Lieutenants Junior Grade.

5-4-71 Amendment 26 to CG-296 affecting Chapter 3, 4, 6, and 13.

5-10-71 COMDTNOTE 1611. Fitness Report, CG-4442; revisions of.

SPORTSMEN AGAINST POLLUTION

The growing problem of pollution of our nation's water ways by chemicals, sewerage, and litter has been discussed, fought over, and sometimes ignored in many circles of our population. Too little, if anything, is actually done.

Reservists from ORTUPS 08-82571 in San Antonio, Texas, donated their time in order to tackle a major aspect of the pollution problem—the nuisance of litter. The organized a program called "Sportsmen Against Pollution," or simply S. A. P.

The concepts of S. A. P. was simple. The volunteer Coast Guardsmen organized local sports clubs, interested civic clubs, and the general public into taking part in a massive and well organized clean-up of their most popular area lake, Canyon Reservoir, in March 1971. The committee from S. A. P. worked closely with the Corps of Engineers at the lake site and as a result, they were able to formulate a plan in which the entire lake, including the river, would be cleaned.

Although several large companies and organizations offered help in the project by donating materials and their time to insure success of the effort, it was up to the individuals to do the dirty work of picking up the litter. The project gave many a person a chance to take a personal part in the fight against pollution.

A large group of reservists, sportsmen, and ordinary citizens (both young and old) turned out for the cleanup project. With the assistance provided by several local businesses, and many willing hands, the Canyon Reservoir area, although there is more work still to be done, is now a better place.

CAPT Evelyn H. SHAW, USCGR (Ret.) receives her diploma from CDR Richard L. SPRAGUE, Chief, 11th District Reserve Division for completion of the Naval Warfare Course of the U.S. Naval War College. CAPT SHAW is the first woman in history and one of only nine officers ever to complete the course which consisted of a lengthy eight-part correspondence course which took her nine years to complete.

Answers to CG History:
1.—a, 2.—a & c, 3.—b.

The Coast Guard RESERVIST

Published monthly in Washington, D.C., by the Commandant, U.S. Coast Guard. Reference to directives, regulations, and orders is for information only and does not by publication herein constitute authority for action. Inquiries about the Coast Guard Reserve should be addressed to the Commandant (R/81) Coast Guard Headquarters, Washington, D.C. 20591.

ADMIRAL C. R. BENDER
Commandant, U.S. Coast Guard

RADM J. W. MOREAU
Chief, Office of Reserve

LTJG R. C. BROWN
CWO H. M. KERN
Editors

All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.